NISRA
Northern Ireland
Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann
um Staitisticí agus Taighde
Norlin Airlan Statistics an
Screengin Agentrie

Killed or Seriously Injured (KSI) casualties involving HGVs in Northern Ireland, 2016-2025



Analysis, Statistics and Research Branch
Department for Infrastructure
James House
Cromac Avenue
Belfast

Contact: Jonathan Irwin
Tel: 028 90 346270
Email: asrb@nisra.gov.uk

Published November 2026

Department for
Infrastructure
An Roinn
Bonneagair
Depairtment fur
Infrastructure
www.infrastructure-ni.gov.uk

Contents

Infographic	Page 2
Introduction	Page 3
Key Findings	Page 4
Headline Statistics – Killed or Seriously Injured (KSI) Casualties	Page 5
Trend Information: KSI Casualties Involving HGVs	Page 6
Trend Information: Percentage of all KSIs where HGV was involved	Page 7
Trend Information: Percentage of KSIs involving HGV where the HGV responsible	Page 8
Trend Information: Number of HGV driver licences	Page 9
Trend Information: Number of HGVs licensed	Page 9
KSI collisions involving HGVs – Road user injured by type	Page 10
KSI collisions involving HGVs – Road user injured by sex	Page 11
KSI collisions involving HGVs – Road user injured by age	Page 12
Age of HGV driver involved	Page 13
When do KSI collisions involving HGVs occur	Page 14
Causation of KSI casualties	Page 17
Road type where KSI Casualties occur	Page 18
Type of junction where KSI casualties occur	Page 19
KSIs where HGV involved – Local Government District	Page 20
Annex of Tables	Page 21

Definitions

Car User: Users of hackneys, cars, LGVs and cars used as taxis.

Motorcyclists: Users of Motorcycles, riders and pillion passengers.

HGV User: Users of Good vehicles exceeding 3.5 tonnes

Collisions: Collisions involving personal injury occurring on the public highway (including footpaths) where someone was killed or seriously injured and in which a vehicle is involved. Collisions are categorised as either ‘Fatal’, ‘Serious’ or ‘Slight’ according to the most severely injured casualty.

Killed: Died within 30 days from injuries received in a collision.

Serious Injury: An injury for which a person is detained in hospital as an ‘in-patient’, or any of the following injuries whether or not the person is detained in hospital: fractures, concussion, internal injuries, crushing, burns, severe cuts and lacerations or severe general shock requiring medical treatment.

KSI/KSI Casualties: Refers to casualties where someone was killed or seriously injured.

Urban Roads: Urban roads are defined as roads with speed limit less than or equal to 40mph.

Rural Roads: Rural roads are roads with a speed limit greater than 40mph (excluding motorways and dual carriageways).

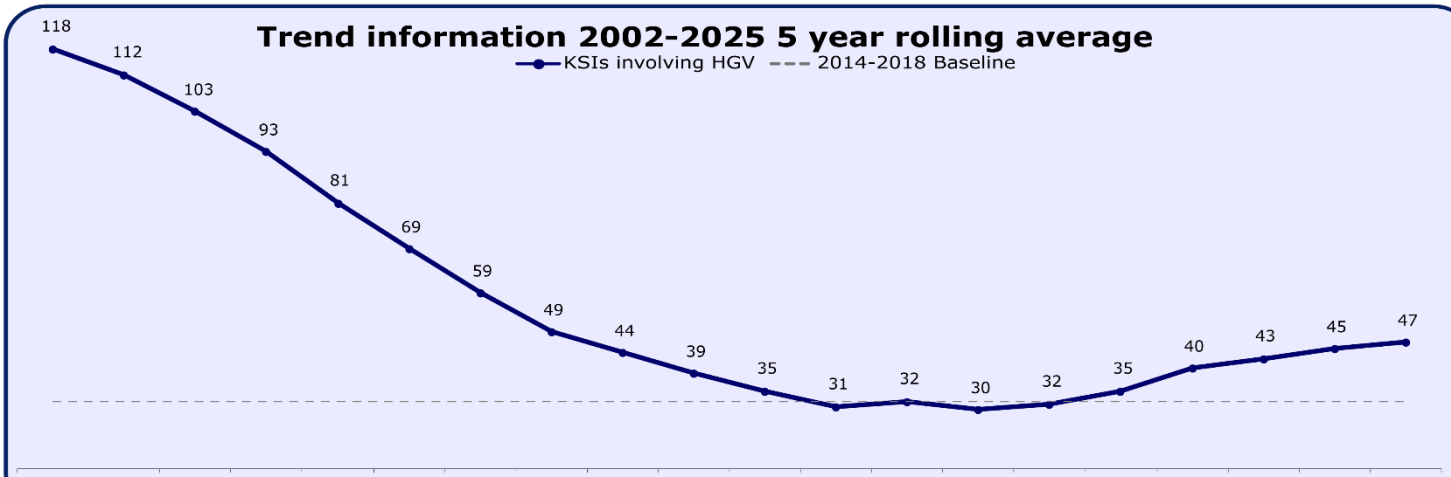
Department for Infrastructure
An Roinn Bonneagair
Depairtment fur Infrastructure
www.infrastructure-ni.gov.uk

KSI casualties involving HGVs in Northern Ireland, 2016-2025 Key Findings

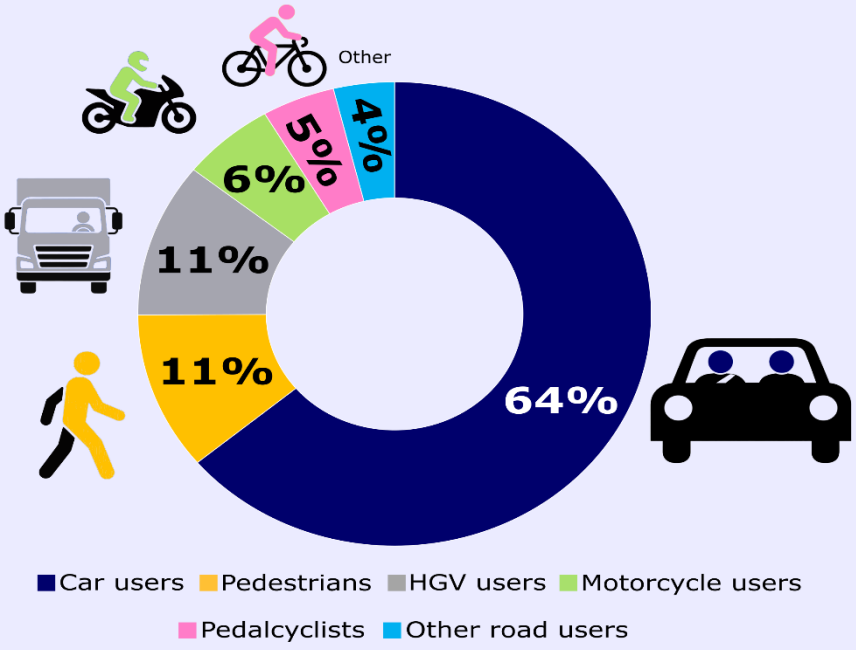
Source: PSNI Road Traffic Collision Statistics

NISRA
Northern Ireland Statistics and Research Agency
Gníomhaireacht Thuaisceart Éireann um Staitistiocí agus Taighde
Norlin Airlan Statistics an Screengin Agentrie

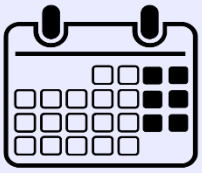
Trend information 2002-2025 5 year rolling average



Percentage of KSI Casualties when an HGV is involved in collision

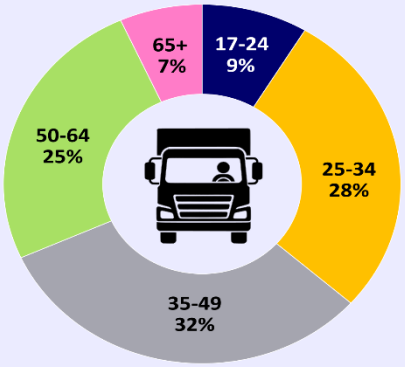


When?



90% of KSIs involving HGVs occurred on weekdays (Mon-Fri).

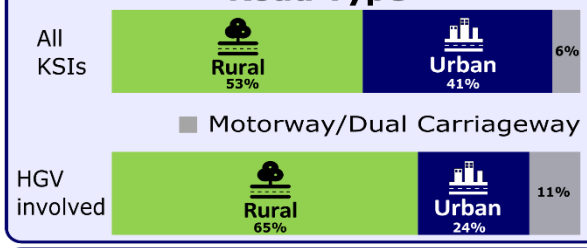
Age of HGV drivers responsible for KSI collisions



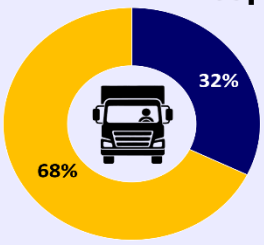
KSI casualties with HGV involved by Local Government District

Local Government District	Killed	Seriously injured	KSI
Antrim and Newtownabbey	7	28	35
Ards and North Down	2	12	14
Armagh city, Banbridge and Craigavon	8	36	44
Belfast	7	27	34
Causeway coast and Glens	8	15	23
Derry city and Strabane	2	18	20
Fermanagh and Omagh	11	31	42
Lisburn and Castlereagh	6	38	44
Mid and East Antrim	2	18	20
Mid Ulster	12	53	65
Newry, Mourne and Down	5	45	50
Northern Ireland	**70**	**321**	**391**

Road Type



Responsible



HGVs were responsible for 32% of the KSI casualties resulting from collisions in which they were involved.

INTRODUCTION

Analysis, Statistics and Research Branch (ASRB) in DfI is responsible for producing the statistical content of the Northern Ireland Problem Profile. Historically, this document focused on the latest five-year road casualty data and reported on a wide range of road user groups and behaviours. The document had grown in size and was becoming cumbersome to update. It was therefore agreed at the Road Safety Strategy Research Coordination Group (RSSRCG) that from 2014 onwards, ASRB would seek to develop a series of smaller documents focusing on existing and emerging road safety issues.

The report analyses official data sources and reports on trend information for KSI casualties from 2002 examining KSI casualties where HGVs where involved, the percentage of all KSIs that involved HGVs, the percentage of KSIs that HGVs were responsible for, the number of HGV driver licences and the number of HGVs licensed. The profile then focuses on the ten-year period 2016-2025 examining what type of road user is injured in a collision where an HGV is involved, broken down by responsibility for the collision. It examines the percentage of casualties that are KSI casualties by road user split by HGV involvement. It then looks at the sex and age of road users injured. The age of HGV drivers involved in KSI collisions is examined, compared with the number of HGV drivers licensed. The report then examines when collisions occur and the principal causation factor. Finally, where casualties occur (road type, junction type and Local Government District LGD) are examined.

All collision and casualty data in this report are sourced from the PSNI Road Traffic Collisions Statistics.

The NI Road Safety Strategy to 2030

The Problem Profile supplements the NI Road Safety Strategy (NIRSS) to 2030 Annual Statistical Report. The NIRSS to 2030 sets out four road safety targets for Northern Ireland.

By 2030, and compared with the base year (2014 to 2018 average), there will be:

- A reduction in the number of people killed in road collisions by at least 50%.
- A reduction in the number of people seriously injured in road collisions by at least 50%.
- A reduction in the number of children (aged 0 to 15) killed or seriously injured in road collisions by at least 60%.
- A reduction in the number of young people (aged 16 to 24) killed or seriously injured in road collisions by at least 60%.

Copyright: You may re-use this information (excluding logos) free of charge in any format or medium, under the terms of the Open Government Licence v.3. To view this licence visit Open Government licence or email: psi@nationalarchives.gsi.gov.uk. Where we have identified any third-party copyright information, you need to obtain permission from the copyright holders.

KEY FINDINGS

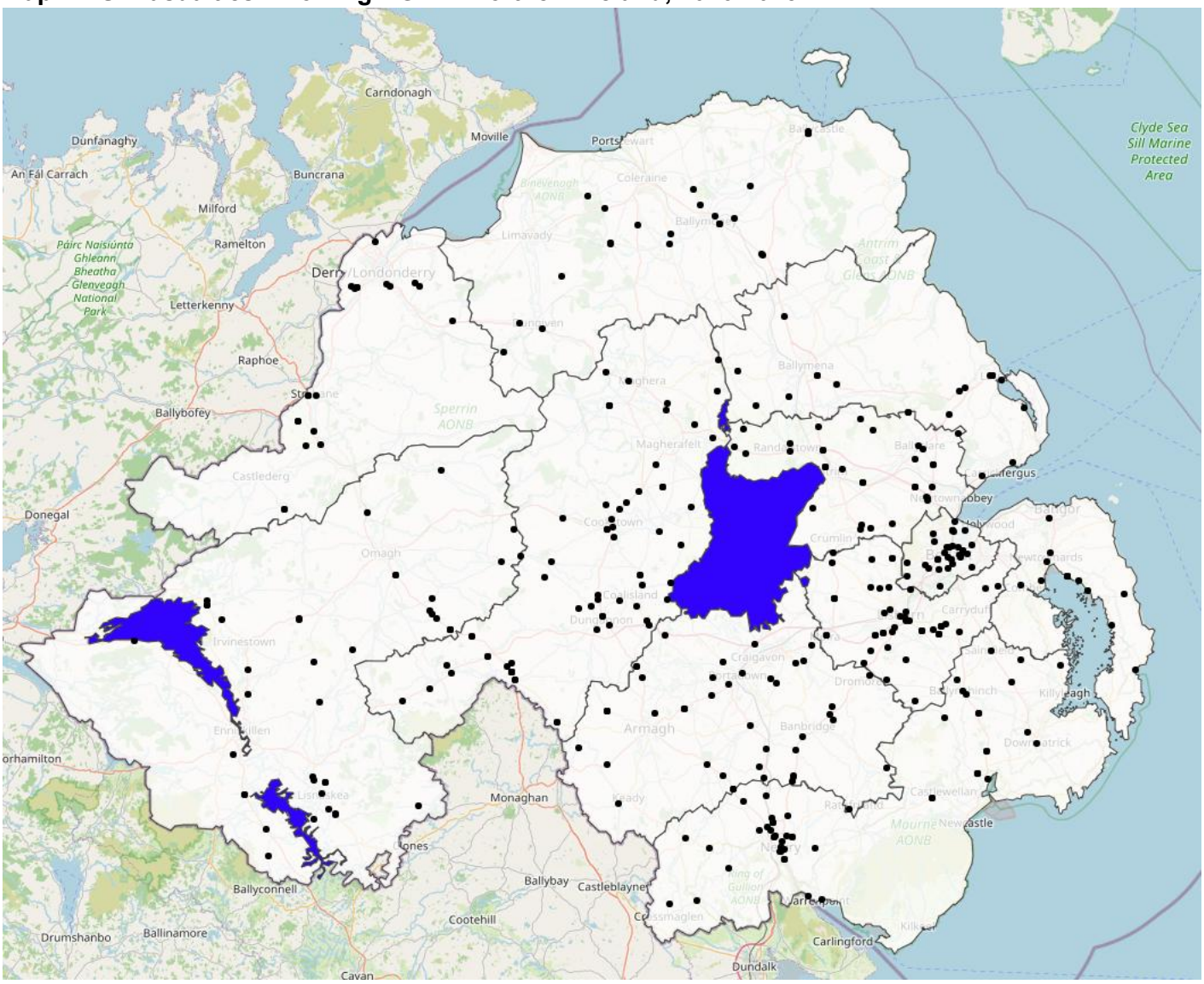
In 2016-2025:

- There have been 391 people Killed or Seriously Injured on Northern Ireland roads between 2016 and 2025 where an HGV was involved in the collision.
- Of the 391 people Killed or Seriously Injured between 2016 and 2025, the HGV was responsible for 126 (32%).
- Car users accounted for 64% of KSI casualties when an HGV was involved, compared to 58% for all KSI casualties.
- Males accounted for 66% of KSI casualties when an HGV was involved, compared to 63% for all KSI casualties.
- Casualties aged 35-49 accounted 23% of KSI casualties where an HGV was involved, compared to 19% for all KSI casualties.
- When an HGV is involved in a collision 14% of casualties are KSI casualties, compared to 11% for all collisions.
- When an HGV is involved in a collision 90% of KSI casualties occur on a weekday, compared to 68% of all KSI casualties occurring on a weekday.
- When an HGV is involved in a collision 65% of KSI casualties occur between 5am and 3pm, compared to 42% of all KSI casualties.
- The majority (65%) of KSI casualties when an HGV was involved in the collision occurred on rural roads, this is greater than the 53% of all KSI casualties that occurred on rural roads.
- The Mid Ulster Local Government District had the highest rate (42.6) of KSI casualties where an HGV was involved per 100,000 resident population, while Ards & North Down had the lowest (8.5).

HEADLINE STATISTICS – KILLED OR SERIOUSLY INJURED (KSI) CASUALTIES

There have been 8,909 people killed or seriously injured on Northern Ireland roads between 2016 and 2025. Collisions involving an HGV accounted for 391 KSI casualties, representing (4%) of all KSIs. The map below shows the location of KSI casualties involving an HGV, split by Local Government District. The highest number of KSIs (65) occurred in the Mid Ulster Local Government District, while the fewest number of KSIs (14) occurred in the Ards and North Down Local Government District. Further analysis at Local Government District is available on page 20.

Map1: KSI Casualties involving HGV in Northern Ireland, 2016-2025

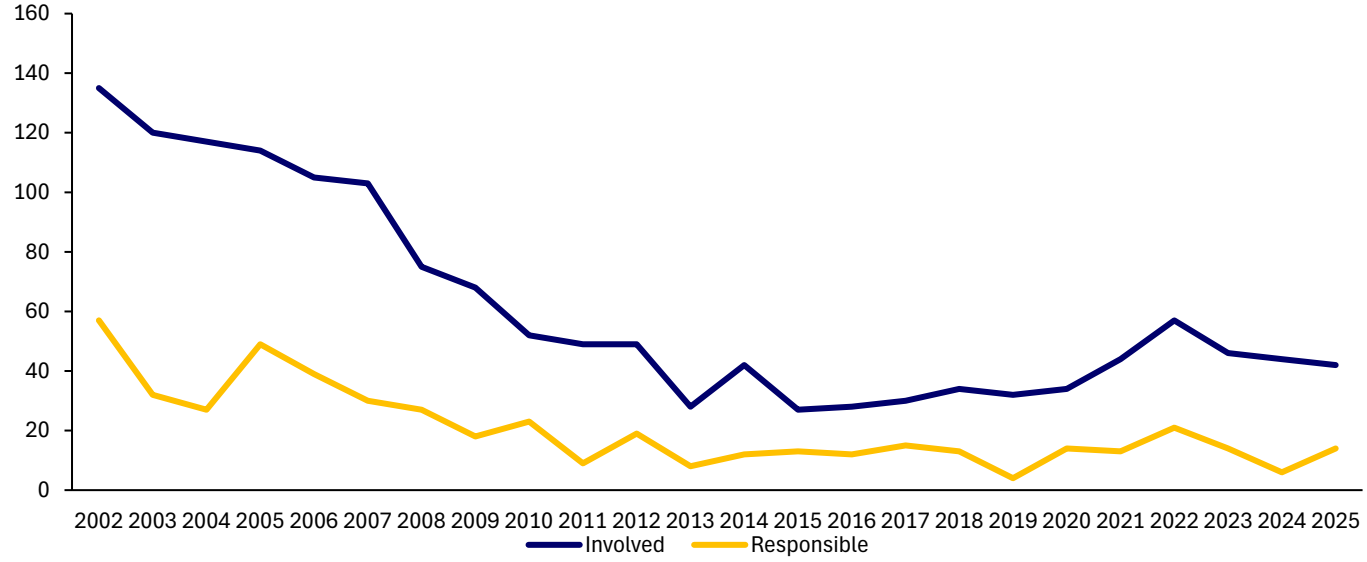


Source: PSNI Road Traffic Collision Statistics, 2016-2025

TREND INFORMATION: KSI CASUALTIES INVOLVING HGVs

Figure 1 below show the annual number of KSI casualties from collisions involving HGVs and from collisions where the HGV was responsible. Both series have their peaks in 2002, with 135 (involved) and 57 (responsible). The fewest number of KSI where HGV was involved in the collision occurred in 2015 when 27 KSIs occurred. The fewest number of KSIs where HGV was responsible for the collision occurred in 2019 when 4 KSIs occurred. The numbers of KSIs in 2025 (42 Involved & 14 Responsible) have shown large decreases from their peaks in 2002 (-69% Involved and -75% Responsible).

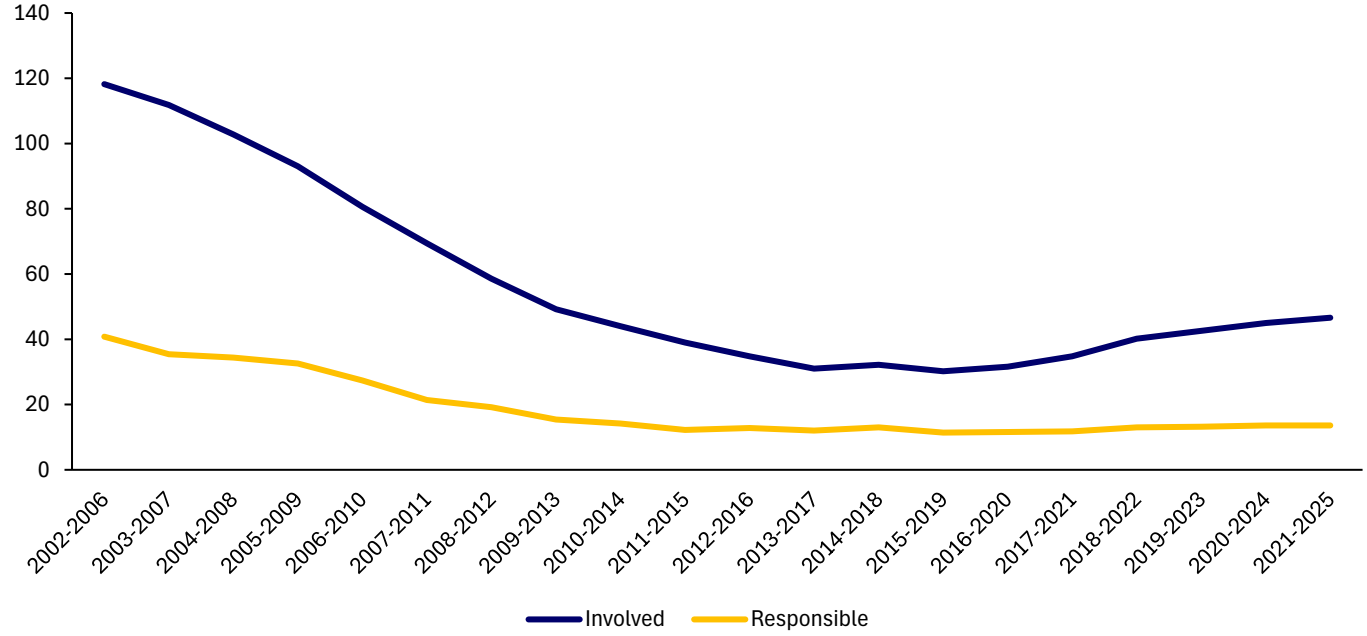
Figure 1: Number of KSIs where an HGV was Involved in / Responsible for the collision, 2016-2025



Source: PSNI Road Traffic Collision Statistics

Examining rolling average figures gives a better picture of the trend. Figure 2 shows the number of KSIs where an HGV was involved falling steadily from 2002-06 to 2014-18, before starting to rise again from 2015-19 onwards. The number of KSIs where an HGV was responsible fell every period from the start of the series to 2011-15 when an average of 12 was recorded. The average for 2021-25 was 14.

Figure 2: Number of KSIs where HGV was Involved in / Responsible for the collision, 2016-2025 rolling average

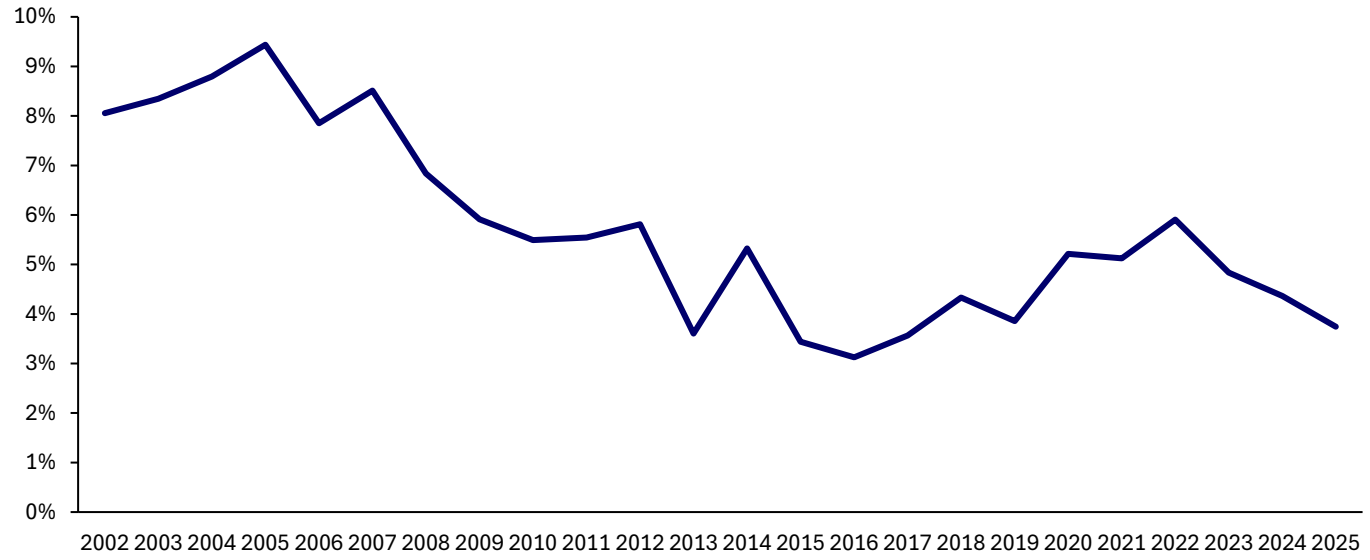


Source: PSNI Road Traffic Collision Statistics

TREND INFORMATION: PERCENTAGE OF ALL KSIs WHERE HGV WAS INVOLVED

Looking at percentage of all KSIs where an HGV was involved, the series peaked in 2005 when HGVs were involved in 9% of all KSIs. The series then started to decline to a series low of 3% in 2016, followed by climb to 6% in 2022, before falling to 4% in 2025.

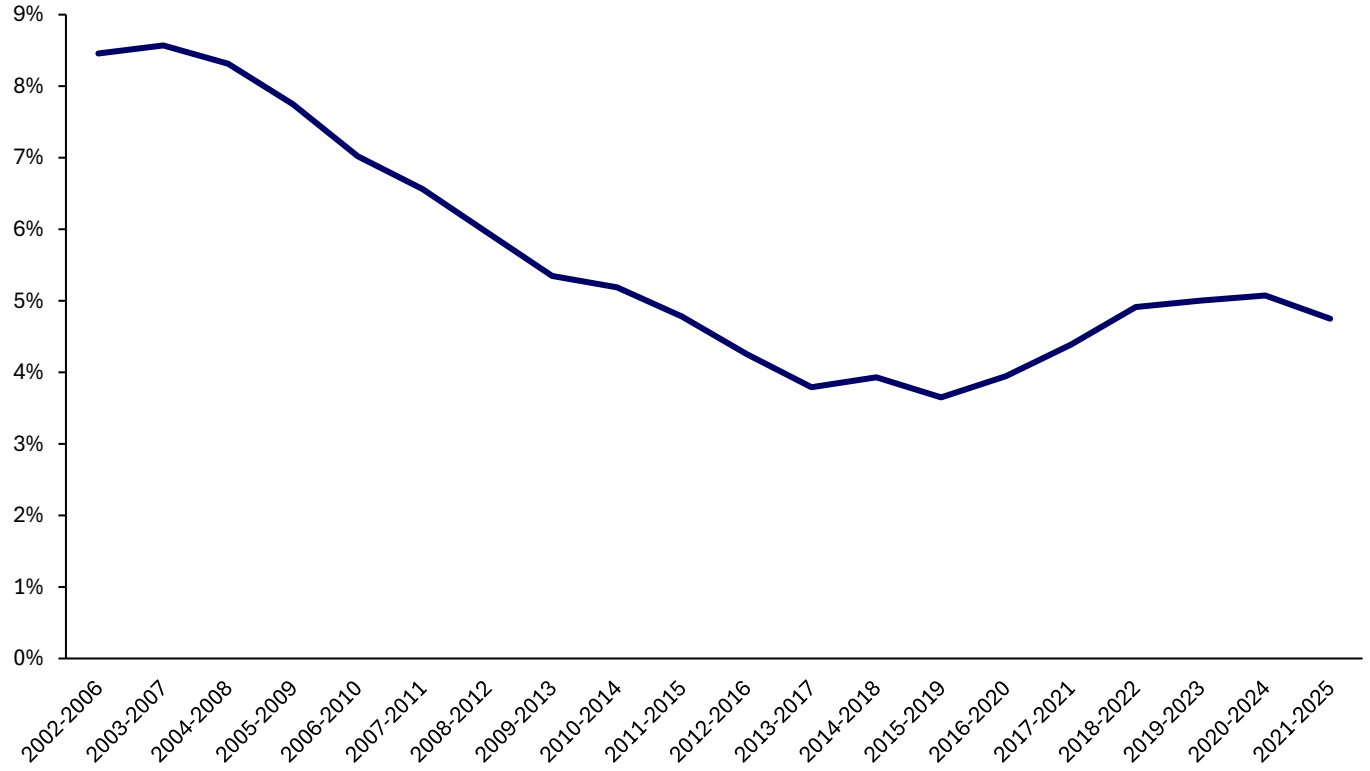
Figure 3: Percentage of KSIs where an HGV was involved, 2002-2025



Source: PSNI Road Traffic Collision Statistics

Examining the percentage as a five-year rolling average gives a better understanding of the trend. Figure 4 below shows the series starting off high and reaching a peak of 9% in 2003-07 then declining every period to 2013-17. The series fluctuated for a couple of periods and reached a low of (4%) in 2015-19 before starting to rise again. It rose every period to 2020-24 to 5%.

Figure 4: Percentage of KSIs where HGV was involved, 2002-2025 five-year rolling average

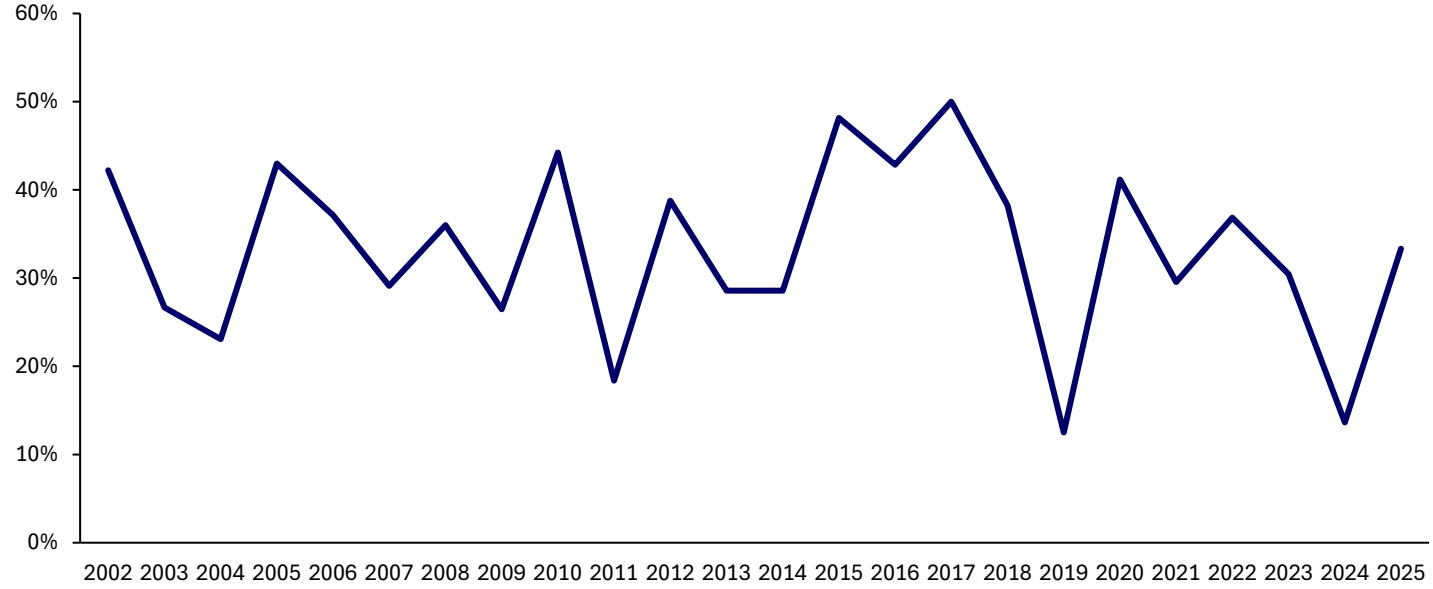


Source: PSNI Road Traffic Collision Statistics

TREND INFORMATION: PERCENTAGE OF KSIs INVOLVING HGV WHERE THE HGV RESPONSIBLE

Looking at the percentage of KSIs resulting from collisions involving HGVs where the HGV was responsible, Figure 5 show the percentages fluctuates from year to year. The highest percentage (50%) occurred in 2017, and the lowest percentage (13%) occurred in 2019.

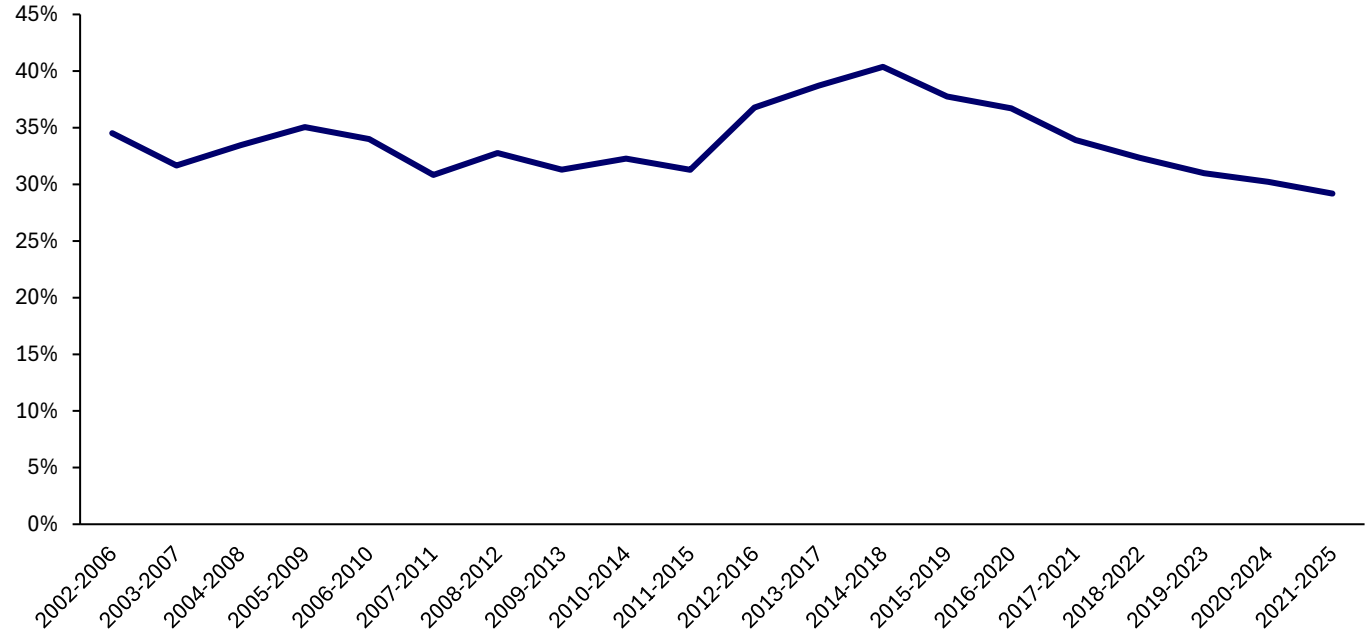
Figure 5: Percentage of KSI resulting from collisions involving HGV where the HGV was responsible for the collision, 2002-2025



Source: PSNI Road Traffic Collision Statistics

Looking at the five-year rolling average gives a better picture of the trend. Figure 6 shows that between 2002-06 and 2011-15 the percentage varied between 31% and 35%, before rising to 40% in 2014-18. Since 2014-18 the percentage has fallen steadily to a series low of 29% in 2021-25.

Figure 6: Percentage of KSI resulting from collisions involving HGV where the HGV was responsible for the collision, 2002-2025 rolling average

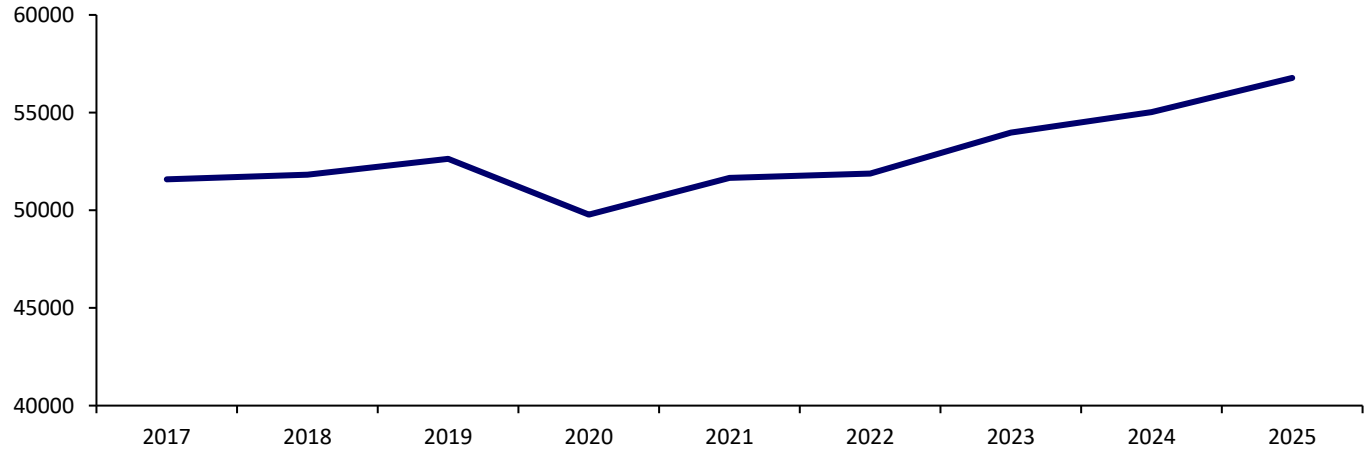


Source: PSNI Road Traffic Collision Statistics

TREND INFORMATION: NUMBER OF HGV DRIVER LICENCES

Figure 7 shows the number of HGV driver licences held in December each year from 2017 to 2025. The number of HGV driver licences increased every year except for a decrease in 2020. Between 2017 and 2025 the number of HGV driver licences increased by 10%.

Figure 7: Number of HGV Driver Licences*, 2017-2025

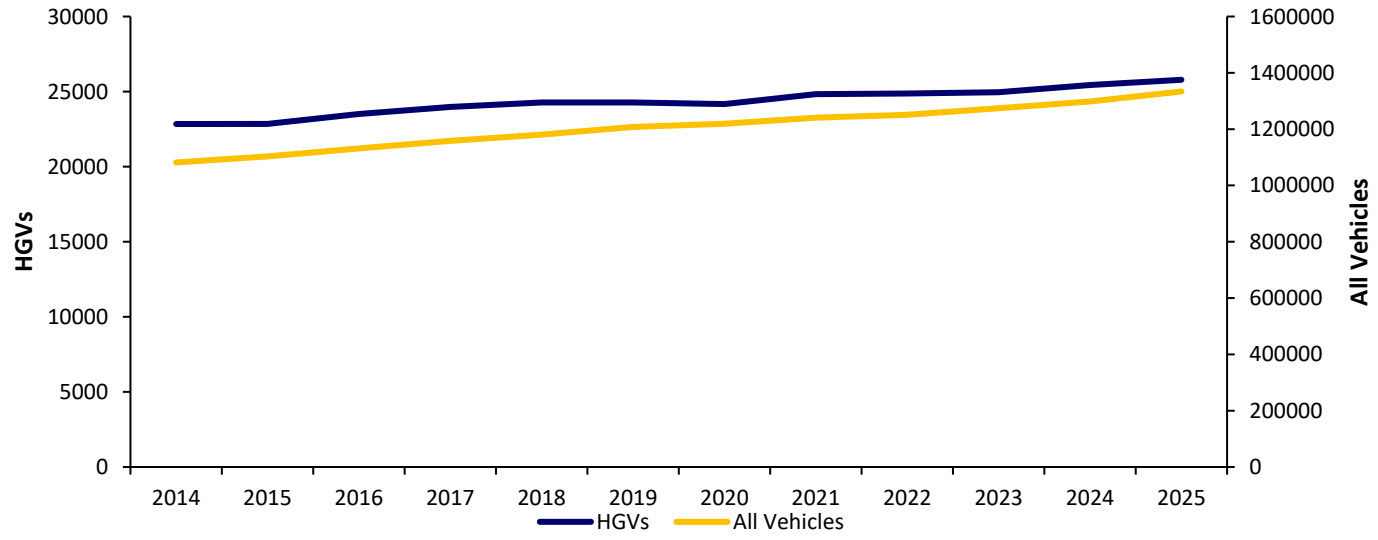


Source: DVA, NIDLS; NISRA
* Excludes provisional licences

TREND INFORMATION: NUMBER OF HGVs LICENSED

Figure 8 shows that both the number of HGVs and All Vehicles licensed by year. Both series have shown a steady increase from 2014 to 2025. The number of HGVs licensed increased by 13% from 2014 to 2025, while the number of all vehicles licensed increased by 23% over the same period. In 2014 HGVs accounted for 2.1% of all vehicles, compared to 1.9% in 2025.

Figure 8: Number of HGVs and All Vehicles licensed, 2014-2025



Source: Department for Transport

KSI COLLISIONS INVOLVING HGVs – ROAD USERS INJURED BY TYPE

Narrowing the focus to the ten-year period 2016 to 2025, we can examine the type of road user that is Killed or Seriously Injured in a collision involving HGVs.

Table 1: Number of KSI casualties by road user and HGV Involvement, 2016-2025

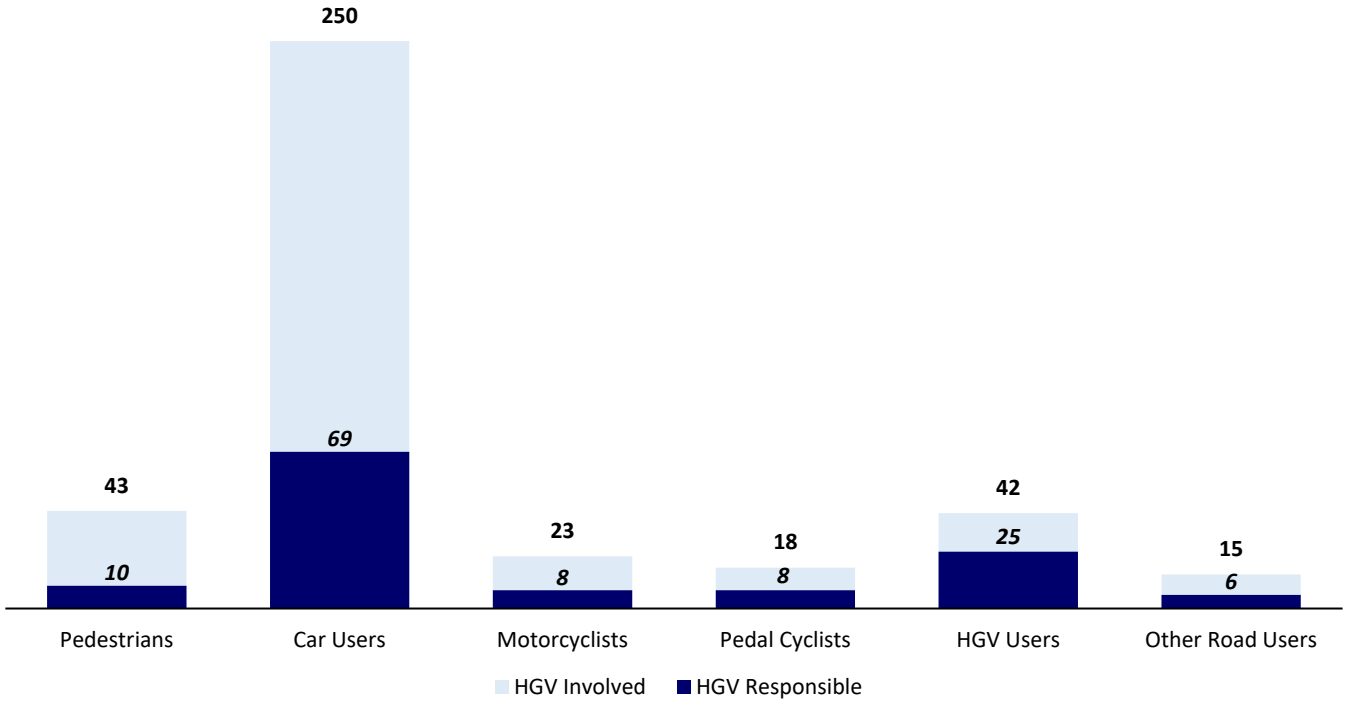
	Number		Percentage	
Road User	**HGV Involved**	**All Casualties**	**HGV Involved**	**All Casualties**
Pedestrians	43	1,714	11%	19%
Car Users	250	5,159	64%	58%
Motorcyclists	23	1,119	6%	13%
Pedal Cyclists	18	614	5%	7%
HGV Users	42	42	11%	0%
Other*	15	261	4%	3%
Total	391	8,909		

Source: PSNI Road Traffic Collision Statistics

* Other includes drivers/riders and passengers of other vehicles e.g. tractors, quad bikes, motorised wheelchairs, horses, etc.

Table 1 shows that car users account for nearly two-thirds (64%) of KSI casualties when an HGV is involved in the collision. The second largest group is pedestrians accounting for just over one tenth (11%). When looking at all collisions, car users (58%) and pedestrians (19%) were also the two groups accounting for the highest percentages of KSI casualties.

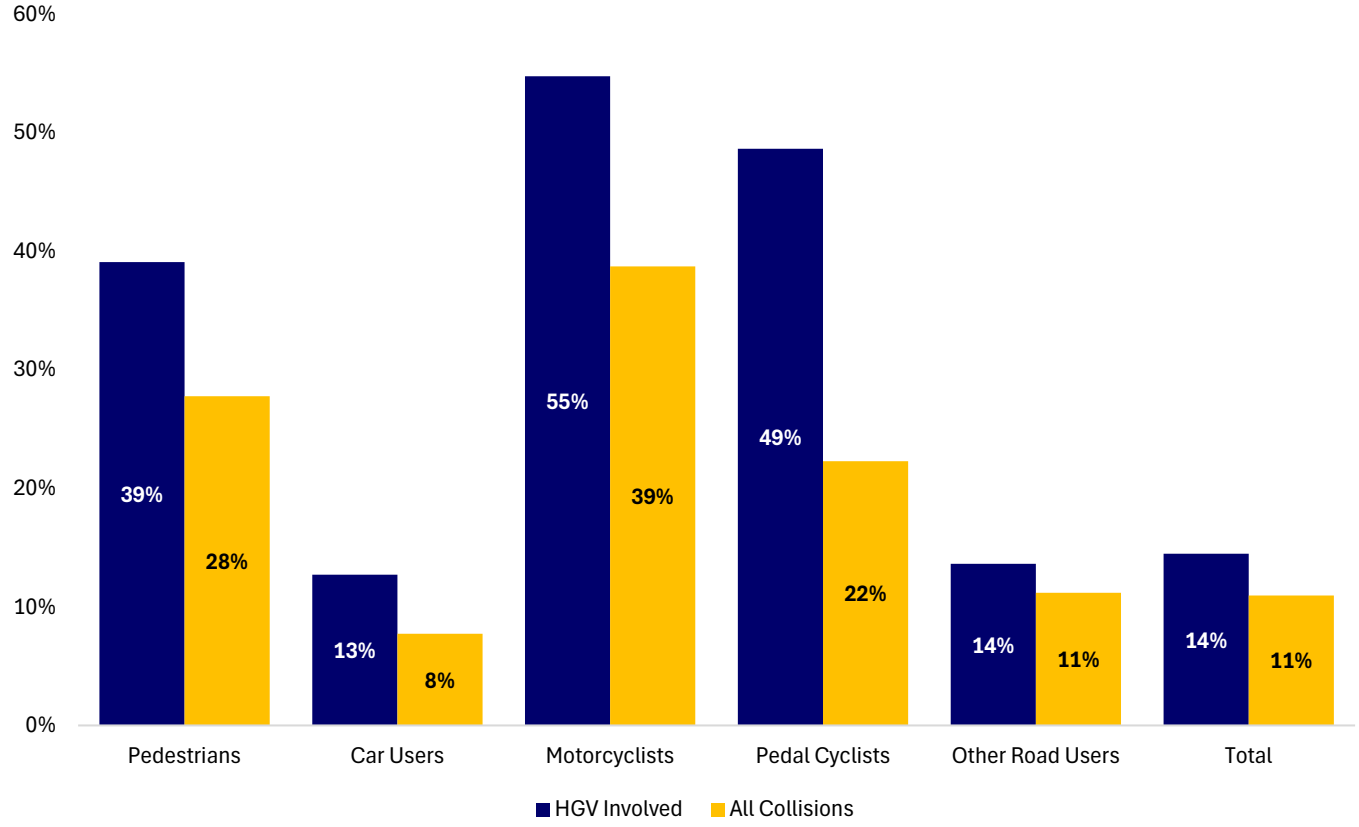
Figure 9: Number of KSI casualties by road user and HGV responsibility, 2016-2025



Source: PSNI Road Traffic Collision Statistics

When looking KSI casualties by type of road user when an HGV is involved in collision split by responsibility of the HGV overall, HGVs were responsible for 32% (126 of 391) KSI casualties resulting from collisions they were involved in. The percentage for which HGVs are responsible ranges from 23% for pedestrians to 60% for HGV users.

Figure 10: Percentage of causalities that are KSI casualties by road user and HGV involvement, 2016-2025



Source: PSNI Road Traffic Collision Statistics

Figure 10 shows that overall, 11% of road traffic collision casualties are KSI casualties, and when an HGV is involved in the collision this increases to 14%. The percentage of casualties that are KSI casualties increases for every road user group when an HGV is involved. The largest percentage point increase is seen for pedal cyclists (22% to 49%), followed by motorcyclists (39% to 55%) and Pedestrians (28% to 39%).

KSI COLLISIONS INVOLVING HGVs – ROAD USERS INJURED BY SEX

Table 2: Number of KSI casualties by sex* and HGV involvement, 2016-2025

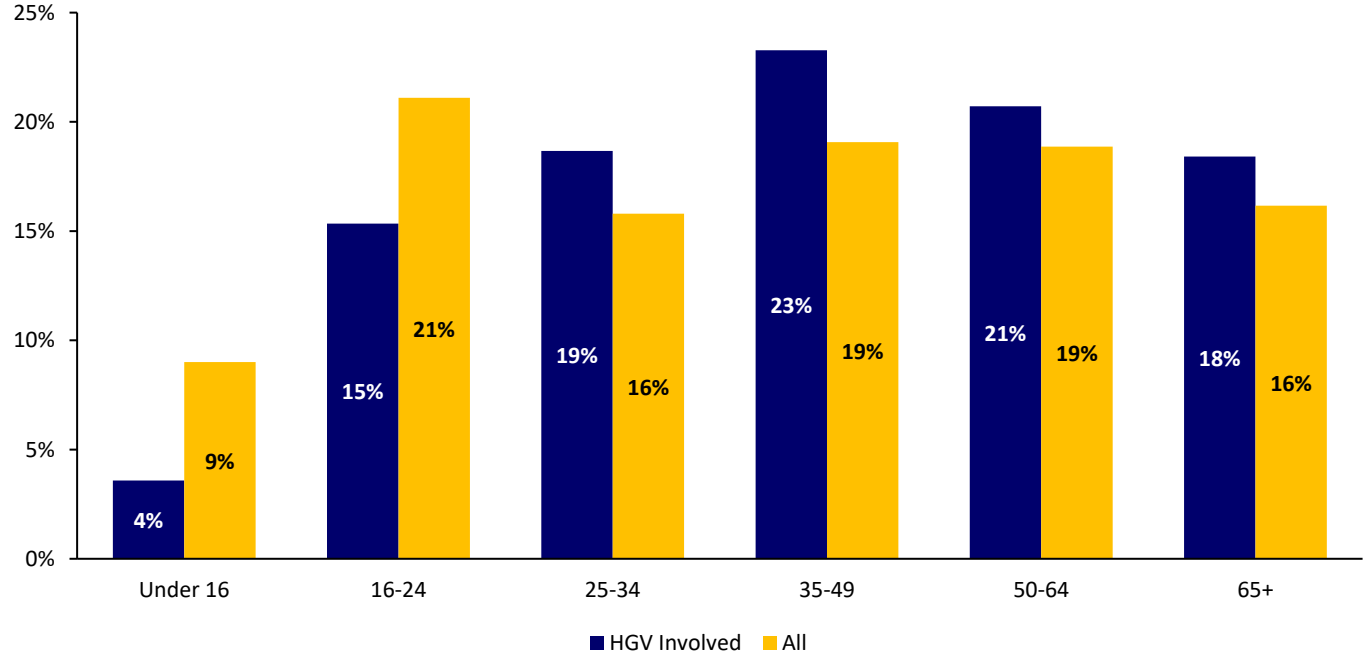
	Number		Percentage	
Sex	**HGV Involved**	**All KSIs**	**HGV Involved**	**All KSIs**
Male	259	5,652	66%	63%
Female	132	3,256	34%	37%
Total	**391**	**8,909**		

Source: PSNI Road Traffic Collision Statistics
* other/unknown not included

Table 2 shows that there is little difference when looking at KSIs where an HGV was involved in the collision and all KSIs by the sex of the casualty. Males accounted for two-thirds (66%) of KSI casualties when an HGV was involved in the collision, compared with 63% for all KSIs.

KSI COLLISIONS INVOLVING HGVs – ROAD USERS INJURED BY AGE

Figure 11: Percentage of KSI casualties by age for HGV involved and All casualties, 2016-2025



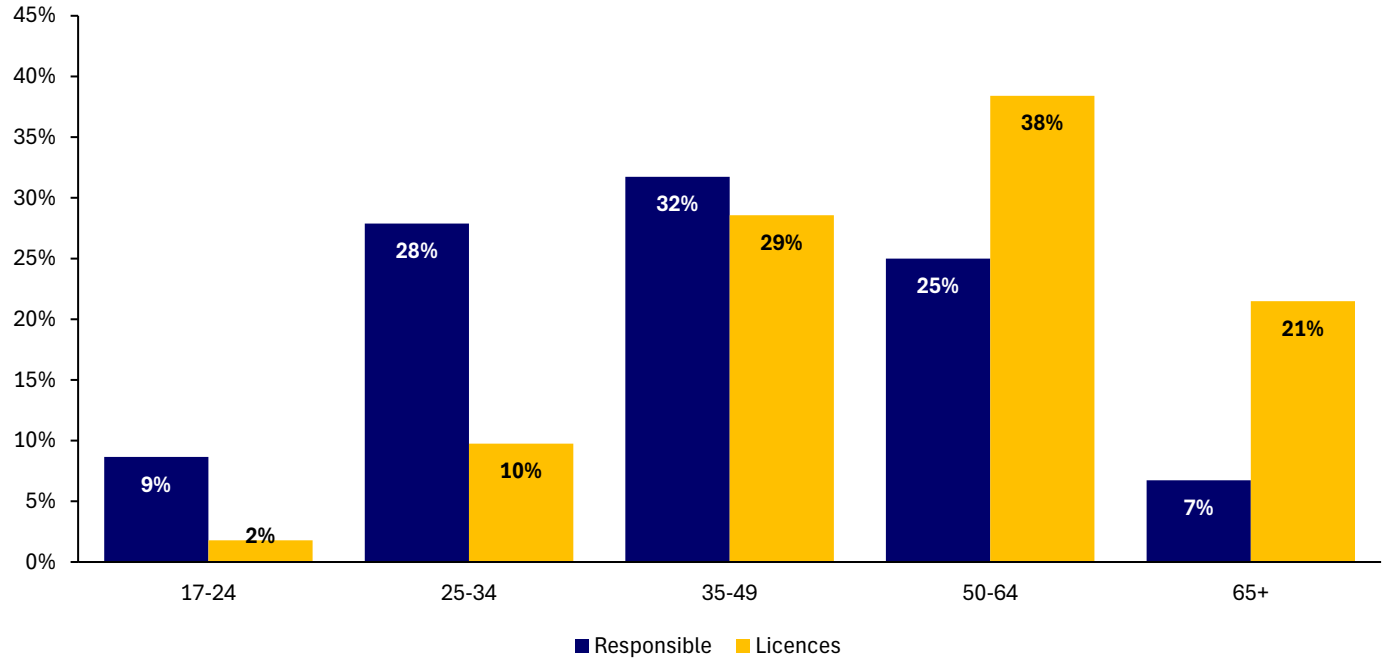
Source: PSNI Road Traffic Collision Statistics

Figure 11 shows that when an HGV is involved in the collision the percentage of children (aged under 16) is lower, 4% when an HGV is involved compared to 9% for all collisions. The same is also true for young people (aged 16-24), with 15% when an HGV is involved compared to 21% for all collisions.

AGE OF HGV DRIVER INVOLVED

In total, an HGV driver was deemed responsible for 104 KSI collisions where the age of the driver was known. While HGV drivers aged 17-24 accounted for just 2% of HGV licence holders they were deemed responsible for 9% of KSI collisions where an HGV driver was deemed responsible for the collision. At the other end of the age range, HGV driver aged 65+ accounted for 21% of licences and were deemed responsible for 7% of KSI collisions where an HGV driver was deemed responsible. Older drivers (50+) are deemed responsible for a lower percentage of KSI collisions than licensed drivers, while younger drivers (17-34) are deemed responsible for a higher percentage of KSI collisions than licensed drivers. Drivers ages 35-49 are deemed responsible for a similar percentage of KSI collisions (32%) as licensed drivers (29%).

Figure 12: Percentage of licences* held against the percentage of HGV drivers deemed responsible for a KSI collision by age group, 2016-2025



Source: PSNI Road Traffic Collision statistics, NIDLS, DVA Driver Licensing
*Licence data is based on a lift provided from DVA on 31/12/25 and excludes provisional licences
Note: More than one driver can be deemed responsible for a collision

Figure 13: Number of HGV drivers responsible for a KSI collision per thousand licences held by age of HGV driver, 2016-2025

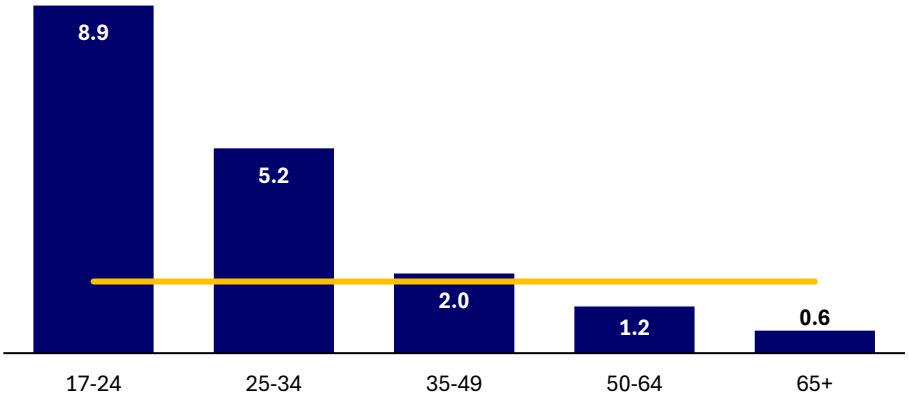


Figure 13 shows the KSI collision rate (number of KSI collisions an HGV driver was deemed responsible for per 1,000 licences held) by age. The KSI collision rate falls as age increases. The rate for drivers aged 50+ is lower than the total rate of 1.8, while the rate for younger drivers is above.

Source: PSNI Road Traffic Collision statistics, NIDLS, DVA Driver Licensing
*Licence data is based on a lift provided from DVA on 31/12/25
Note: More than one driver can be deemed responsible for a collision

WHEN DO KSI CASUALTIES INVOLVING HGVs OCCUR

For all road traffic collision KSIs, the greatest number of KSIs occurred on a Saturday followed by Sunday then Friday. The weekend (Saturday and Sunday) accounted for 2,825 (32%) of all KSIs. The highest number of KSIs were reported between 3 and 5pm, followed by 5pm to 7pm which would coincide with those commuting home from work.

Table 3: All road users killed or seriously injured by time of day and day of week, 2016-2025

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
01:01-03:00	47	18	23	27	29	85	157	386
03:01-05:00	19	11	12	17	10	30	69	168
05:01-07:00	36	25	36	40	51	24	34	246
07:01-09:00	123	118	129	128	108	68	35	709
09:01-11:00	85	105	108	96	79	120	91	684
11:01-13:00	90	111	106	100	146	197	164	914
13:01-15:00	153	145	154	148	173	205	171	1,149
15:01-17:00	207	214	190	198	211	211	178	1,409
17:01-19:00	180	196	202	217	192	187	146	1,320
19:01-21:00	114	125	113	125	132	123	119	851
21:01-23:00	62	95	77	83	108	137	87	649
23:01-01:00	53	40	37	51	56	77	110	424
Total	**1,169**	**1,203**	**1,187**	**1,230**	**1,295**	**1,464**	**1,361**	**8,909**

Source: PSNI Road Traffic Collision Statistics

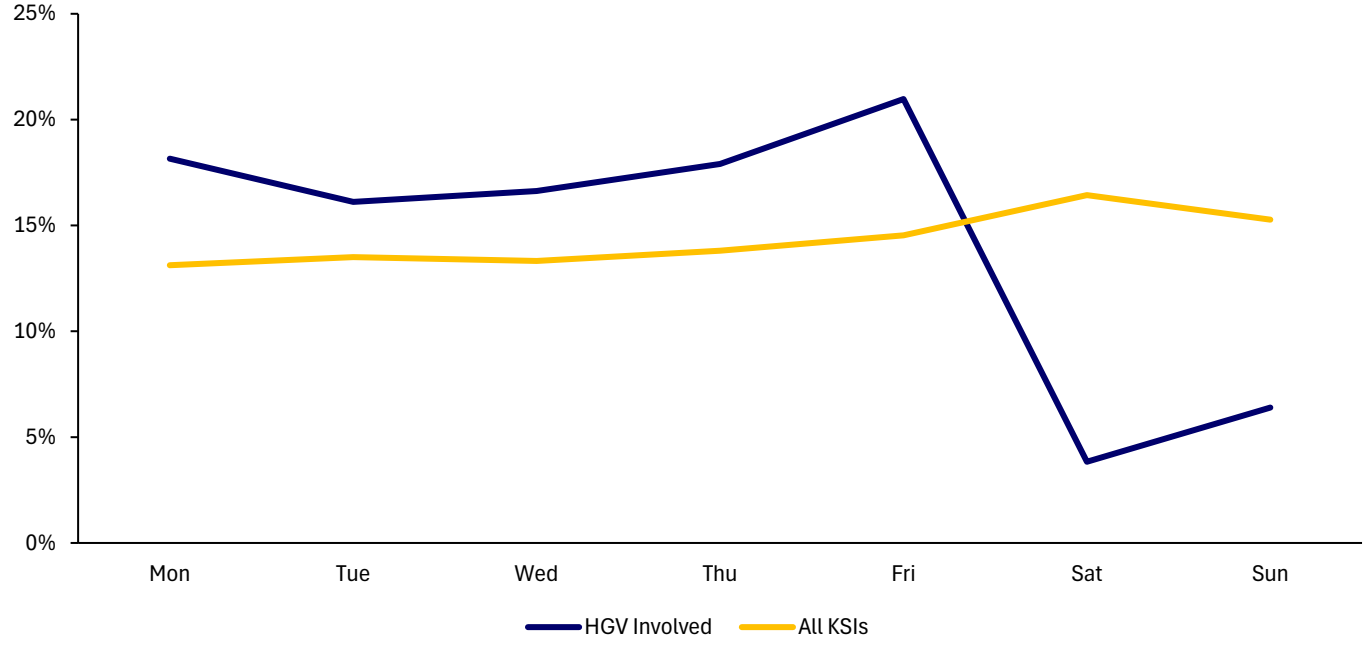
The peak time for KSI casualties when an HGV was involved in the collision occurred between 9 and 11am followed by 1 to 3pm. The greatest number of KSIs occurred on a Friday followed by Monday then Thursday. The weekend accounted for 40 (10%) of all KSIs where an HGV was involved in the collision.

Table 4: Road users killed or seriously injured when an HGV was involved in the collision by time of day and day of week, 2016-2025

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
01:01-03:00	4	0	0	1	0	0	1	6
03:01-05:00	0	0	1	2	1	2	0	6
05:01-07:00	4	2	4	4	2	1	0	17
07:01-09:00	13	7	10	15	5	4	0	54
09:01-11:00	6	18	7	14	15	3	5	68
11:01-13:00	9	6	9	8	15	2	2	51
13:01-15:00	13	11	16	8	16	2	0	66
15:01-17:00	11	8	11	6	10	1	7	54
17:01-19:00	6	5	5	5	8	0	1	30
19:01-21:00	3	3	2	5	3	0	4	20
21:01-23:00	2	1	0	0	6	0	4	13
23:01-01:00	0	2	0	2	1	0	1	6
Total	**71**	**63**	**65**	**70**	**82**	**15**	**25**	**391**

Source: PSNI Road Traffic Collision Statistics

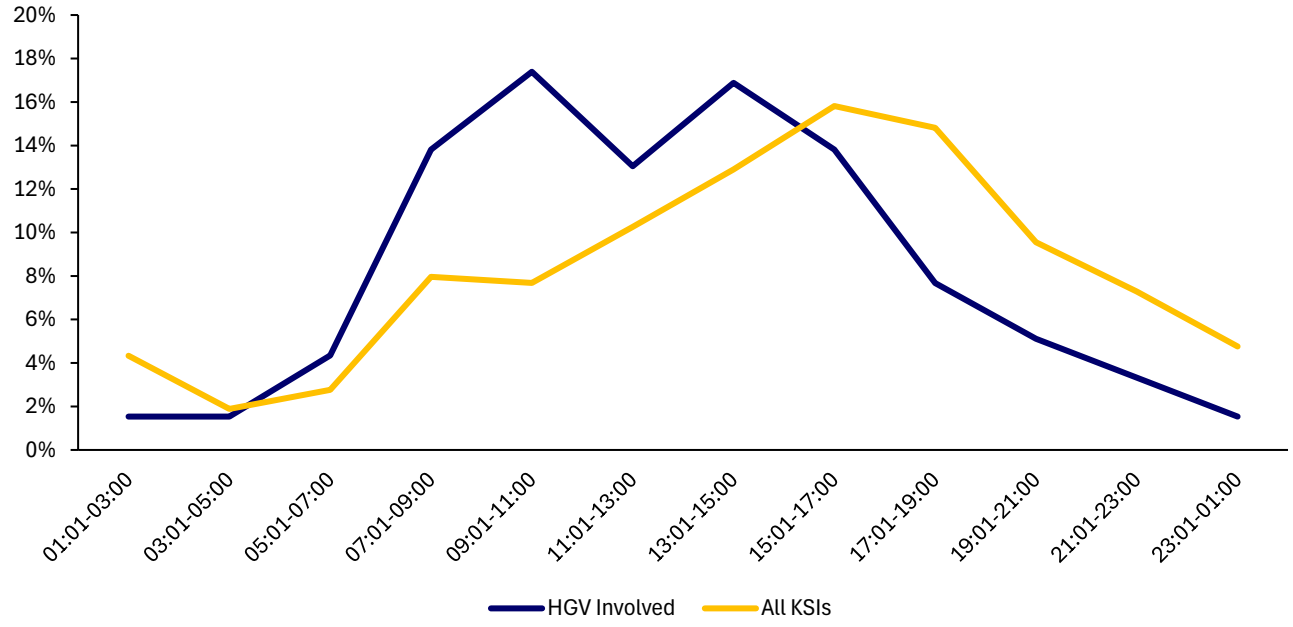
Figure 14: Percentage KSI, by day of the week – HGV involved vs all KSIs, 2016-2025



Source: PSNI Road Traffic Collision Statistics

Figure 14 above shows that the percentage of KSIs when an HGV is involved are higher for every weekday when compared to all KSI and subsequently lower for both days of the weekend.

Figure 15: Percentage KSI, by time of the day – HGV involved vs all KSIs, 2016-2025



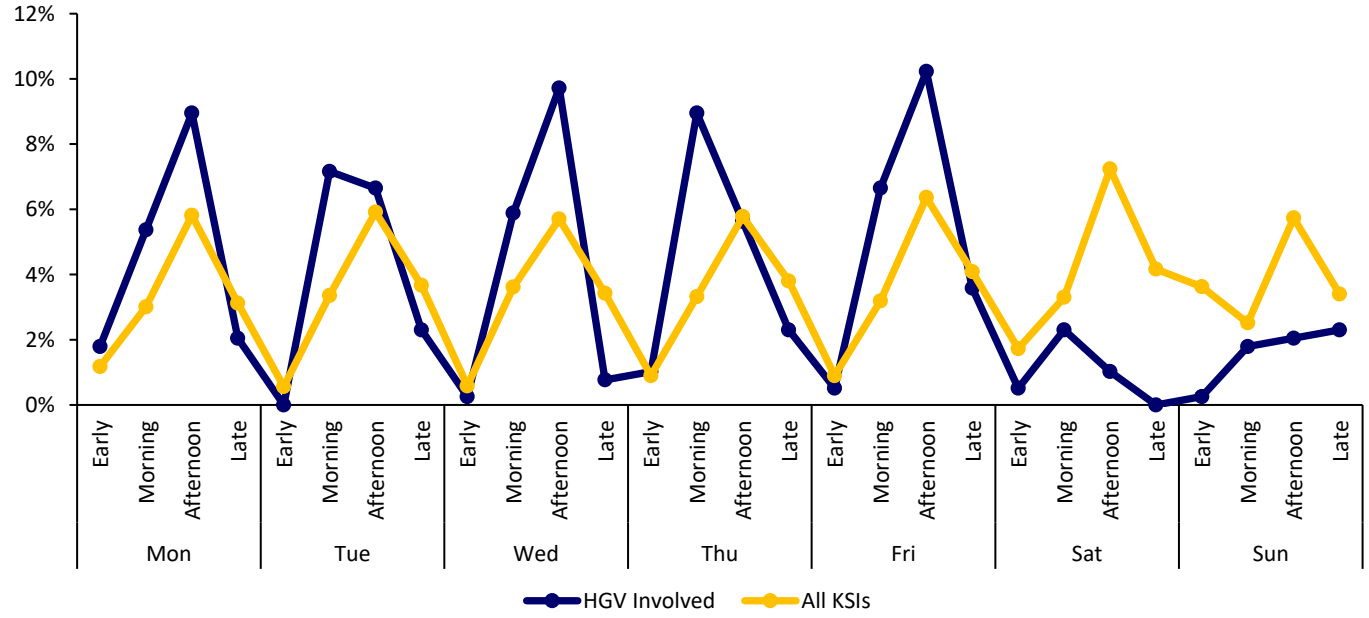
Source: PSNI Road Traffic Collision Statistics

Figure 15 above shows that KSIs when an HGV is involved are more likely to occur between 05:01 and 15:00 with 65% of KSIs involving an HGV occurring during this time, compared to 42% of all KSIs.

Figure 16 below shows a clear pattern for both KSIs where an HGV was involved in the collision and all KSIs. There is a clear drop in KSIs where an HGV was involved for the weekend. For weekdays both series observe a peak in the afternoon, with the peak in the afternoon more noticeable when an HGV is involved in the collision. For four of the five weekdays, the afternoon peak is higher when an HGV is involved in the collision.

When looking at the morning period the percentage of KSIs where an HGV is involved in the collision is higher for every weekday compared to all collisions.

Figure 16: Percentage* KSI casualties, by day and period of the day – HGV involved vs all KSIs, 2020-2025



Source: PSNI Road Traffic Collision Statistics
* Percentage is calculated as the number of KSI casualties for that period divided by the total number of casualties.
Early: 00:01 – 06:00
Morning: 06:01 – 12:00
Afternoon: 12:01 – 18:00
Night: 18:01 – 00:00

CAUSATION OF KSI CASUALTIES

Table 5: Top 6 causation factor for KSI casualties where HGV was responsible for the collision, 2016-2025

Causation	Number	%
Inattention or attention diverted	26	21%
Wrong course / position	23	18%
Turning right without care	10	8%
Excessive speed having regard to conditions	9	7%
Changing lane without care	8	6%
Emerging from minor road without care	8	6%
Other Reasons	*42*	*33%*
Total	**126**	

Source: PSNI Road Traffic Collision Statistics

Table 5 shows that the most common causation factor for KSI casualties when an HGV was responsible for the collision was “Inattention or attention diverted” with 21%. For all KSI casualties in the same period, the most common causation factor was also “Inattention or attention diverted” with 12%. The second most common causation factor for KSI casualties when an HGV was responsible for the collision was “Wrong course / position” with 18%. This was also the second most common causation factor for all KSI with 9%.

Table 6: Top 6 causation factor for KSI casualties where HGV was involved in the collision, but not responsible, 2016-2025

Causation	Number	%
Wrong course / position	50	19%
Overtaking on offside without care	23	9%
Emerging from minor road without care	22	8%
Crossing or entering road junction without care	21	8%
Turning right without care	15	6%
Inattention or attention diverted	15	6%
Other Reasons	*119*	*45%*
Total	**265**	

Source: PSNI Road Traffic Collision Statistics

Table 6 shows that the most common causation factor for KSI casualties when an HGV was involved in the collision but not responsible for the collision was “Wrong course / position” with 19%. Followed by “Overtaking on the offside without care” with 9%.

Table 7: Top 10 causation factor for all KSI casualties, 2016-2025

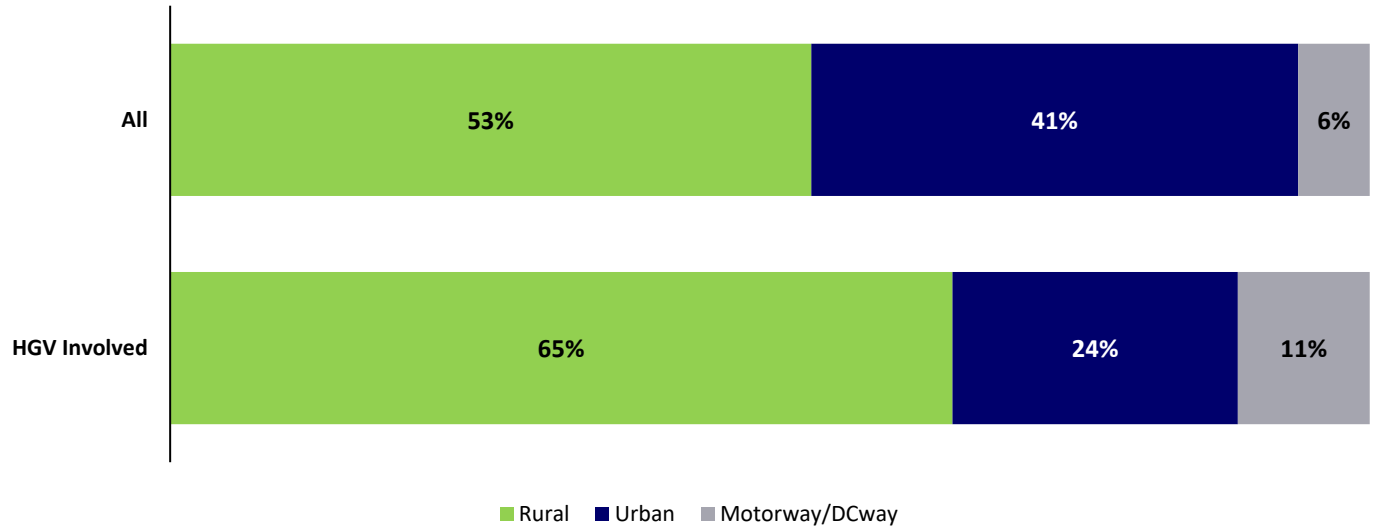
Causation	Number	%
Inattention or attention diverted	1,073	12%
Wrong course / position	800	9%
Impaired by alcohol/drugs – driver / rider	788	9%
Excessive speed having regard to conditions	708	8%
Turning right without care	538	6%
Emerging from minor road without care	520	6%
Crossing or entering road junction without care	501	6%
Overtaking on offside without care	470	5%
Heedless of traffic crossing carriageway	359	4%
Emerging from private road / entrance without care	206	2%
Other Reasons	*2,946*	*33%*
Total	**8,909**	

Source: PSNI Road Traffic Collision Statistics

ROAD TYPE WHERE KSI CASUALTIES OCCUR

Figure 17 below shows that a greater percentage of KSI casualties occur on rural roads, 65% when an HGV was involved compared with 53% for all KSI casualties. The percentage of all KSI casualties that occurred on urban roads (41%) is 1.7 times greater than the percentage that occurred on urban roads when an HGV was involved in the collision (24%).

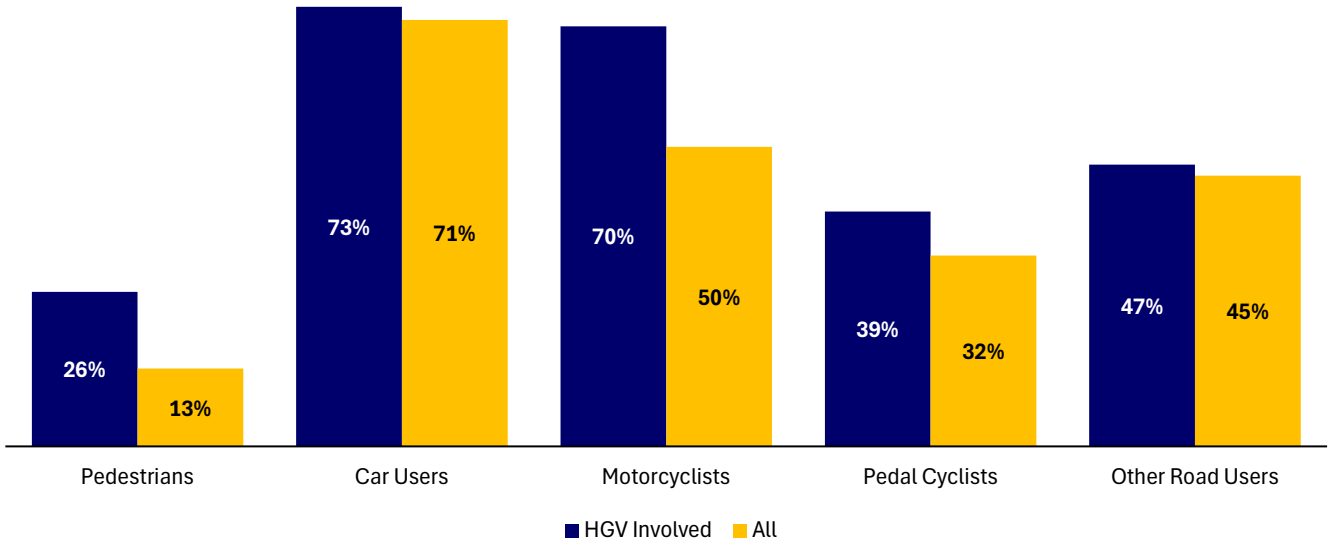
Figure 17: Percentage KSI casualties by road type, all KSI casualties and KSI casualties when HGV involved, 2016-2025



Source: PSNI Road Traffic Collision Statistics

Figure 18 below shows the percentage of KSIs that occurred on rural roads are higher for all road users when an HGV is involved in the collision. The greatest difference when an HGV is involved in the collision were observed for pedestrians (2.0 times higher), motorcyclists (1.4 times higher) and pedal cyclists (1.2 times higher) when an HGV is involved in the collision.

Figure 18: Percentage of KSI casualties that occur on rural roads by HGV involved in the collision and all KSIs, 2016-2025



Source: PSNI Road Traffic Collision Statistics

TYPE OF JUNCTION WHERE KSI CASUALTIES OCCUR

Table 8 below show the percentage of KSIs split by Junction Type by road user when an HGV was involved in the collision, while Table 9 shows the same information for all collisions. The tables show little difference in KSIs by junction type when looking at all road users, but some variation when looking at road user. When looking at all collisions 45% of pedal cyclist KSIs occur at “T or staggered Junction” or “crossroads”, but when an HGV is involved in the collision this figure rises to 72%.

Table 8: Percentage of KSI casualties by junction type road user, when HGV involved in the collision, 2016-2025

Junction Type	Pedestrian	Car User	Motorcyclist	Pedal cyclist	Other	All
Not at or within 20m of junction	47%	47%	48%	17%	53%	48%
Roundabout	2%	2%	4%	6%	20%	4%
Mini-roundabout	2%	0%	0%	0%	0%	1%
Crossroads	2%	12%	9%	17%	20%	10%
Multiple junction	9%	1%	0%	0%	0%	2%
Slip road	0%	0%	0%	6%	0%	0%
Private drive / entrance	12%	10%	13%	0%	7%	9%
Other junction	0%	0%	0%	0%	0%	0%
T or staggered junction	26%	28%	26%	56%	0%	26%

Source: PSNI Road Traffic Collision Statistics

Table 9: Percentage of KSI casualties by junction type road user, 2016-2025

Junction Type	Pedestrian	Car User	Motorcyclist	Pedal cyclist	Other	All
Not at or within 20m of junction	43%	53%	39%	32%	46%	47%
Roundabout	3%	2%	4%	9%	3%	3%
Mini-roundabout	1%	0%	1%	1%	0%	0%
Crossroads	7%	10%	7%	6%	8%	9%
Multiple junction	3%	2%	2%	4%	4%	2%
Slip road	0%	1%	1%	0%	1%	1%
Private drive / entrance	10%	9%	14%	9%	9%	10%
Other junction	0%	0%	0%	0%	0%	0%
T or staggered junction	34%	23%	33%	38%	30%	28%

Source: PSNI Road Traffic Collision Statistics

KSIs WHERE HGV INVOLVED – LOCAL GOVERNMENT DISTRICT

Table 10 and Map 2 below show the number and rate of KSIs where an HGV was involved in the collision from 2016-2025 that occurred within each Local Government District. Mid Ulster reported the most fatalities (12) and the most people seriously injured (53). Mid Ulster also had the highest KSI rate (42.6), which is over twice the overall rate of 20.3. Fermanagh & Omagh had the second highest KSI rate (35.7). Ards & North Down had the lowest KSI rate (8.5) while Belfast had the second lowest rate with 9.6.

Table 10: KSIs where HGV involved in the collision, by LGD 2016-2025

Local Government District	Killed	Seriously Injured	KSI	Population	KSI rate*
Antrim & Newtownabbey	7	28	35	148,100	23.6
Ards & North Down	2	12	14	165,415	8.5
Armagh, Banbridge & Craigavon	8	36	44	222,511	19.8
Belfast	7	27	34	352,390	9.6
Causeway Coast & Glens	8	15	23	141,954	16.2
Derry City & Strabane	2	18	20	152,383	13.1
Fermanagh & Omagh	11	31	42	117,687	35.7
Lisburn & Castlereagh	6	38	44	151,669	29.0
Mid & East Antrim	2	18	20	139,913	14.3
Mid Ulster	12	53	65	152,718	42.6
Newry, Mourne & Down	5	45	50	183,115	27.3
Total	**70**	**321**	**391**	**1,927,855**	**20.3**

Source: PSNI Road Traffic Collision Statistics & NISRA mid-year population estimates
* Rate is calculated as the annual average number per 100,000 resident population

Map 2: Rate of KSI casualties involving HGVs per 100,000 population, by Local Government District, 2016-2025



ANNEX OF TABLES

A1: Number of KSI casualties involving HGV and where HGV responsible, 2002-2025

Year	HGV Involved	HGV Responsible	% Responsible
2002	135	57	42%
2003	120	32	27%
2004	117	27	23%
2005	114	49	43%
2006	105	39	37%
2007	103	30	29%
2008	75	27	36%
2009	68	18	26%
2010	52	23	44%
2011	49	9	18%
2012	49	19	39%
2013	28	8	29%
2014	42	12	29%
2015	27	13	48%
2016	28	12	43%
2017	30	15	50%
2018	34	13	38%
2019	32	4	13%
2020	34	14	41%
2021	44	13	30%
2022	57	21	37%
2023	46	14	30%
2024	44	6	14%
2025	42	14	33%

Source: PSNI Road Traffic Collisions Statistics

A2: Number of KSI casualties involving HGV and where HGV responsible, 2002-2025 (five-year rolling average)

Year	HGV Involved	HGV Responsible	% Responsible
2002-2006	118	41	35%
2003-2007	112	35	32%
2004-2008	103	34	33%
2005-2009	93	33	35%
2006-2010	81	27	34%
2007-2011	69	21	31%
2008-2012	59	19	33%
2009-2013	49	15	31%
2010-2014	44	14	32%
2011-2015	39	12	31%
2012-2016	35	13	37%
2013-2017	31	12	39%
2014-2018	32	13	40%
2015-2019	30	11	38%
2016-2020	32	12	37%
2017-2021	35	12	34%
2018-2022	40	13	32%
2019-2023	43	13	31%
2020-2024	45	14	30%
2021-2025	47	14	29%

Source: PSNI Road Traffic Collisions Statistics

A3: Number of KSI casualties where HGV involved and number of all KSI casualties, 2002-2025

Year	HGV Involved	All KSIs	% HGV
2002	135	1676	8%
2003	120	1438	8%
2004	117	1330	9%
2005	114	1208	9%
2006	105	1337	8%
2007	103	1210	9%
2008	75	1097	7%
2009	68	1150	6%
2010	52	947	5%
2011	49	884	6%
2012	49	843	6%
2013	28	777	4%
2014	42	789	5%
2015	27	785	3%
2016	28	896	3%
2017	30	841	4%
2018	34	785	4%
2019	32	830	4%
2020	34	652	5%
2021	44	859	5%
2022	57	965	6%
2023	46	951	5%
2024	44	1008	4%
2025	42	1122	4%

Source: PSNI Road Traffic Collisions Statistics

A4: Number of KSI casualties where HGV involved and number of all KSI casualties, 2002-2025 (five-year rolling average)

Year	HGV Involved	All KSIs	HGV %
2002-2006	118	1398	8%
2003-2007	112	1305	9%
2004-2008	103	1236	8%
2005-2009	93	1200	8%
2006-2010	81	1148	7%
2007-2011	69	1058	7%
2008-2012	59	984	6%
2009-2013	49	920	5%
2010-2014	44	848	5%
2011-2015	39	816	5%
2012-2016	35	818	4%
2013-2017	31	818	4%
2014-2018	32	819	4%
2015-2019	30	827	4%
2016-2020	32	801	4%
2017-2021	35	793	4%
2018-2022	40	818	5%
2019-2023	43	851	5%
2020-2024	45	887	5%
2021-2025	47	981	5%

Source: PSNI Road Traffic Collisions Statistics

A5: Number of HGV driver licences by year, 2017-2025

Year	Licences
2017	51,584
2018	51,824
2019	52,631
2020	49,777
2021	51,654
2022	51,879
2023	53,975
2024	55,026
2025	56,774

Source: DVA, NIDLS; NISRA

A6: Number of HGVs licenced by year, 2014-2025

Year	HGVs	All Vehicles	% HGV
2014	22,841	1,081,727	2%
2015	22,850	1,103,082	2%
2016	23,506	1,131,411	2%
2017	23,983	1,158,335	2%
2018	24,279	1,180,542	2%
2019	24,276	1,207,743	2%
2020	24,174	1,219,130	2%
2021	24,827	1,240,522	2%
2022	24,874	1,251,161	2%
2023	24,961	1,274,064	2%
2024	25,442	1,298,384	2%
2025	25,786	1,333,837	2%

Source: Department for Transport

A7: Number of KSI Casualties by Road User where an HGV was involved in the collision, 2016-2025

Road User	Killed	Seriously Injured	KSI	% KSI
Pedestrians	16	27	43	11%
Car Users	43	207	250	64%
Motorcyclists	3	20	23	6%
Pedal Cyclists	3	15	18	5%
HGV Users	5	37	42	11%
Other Road Users	0	15	15	4%
Total	**70**	**321**	**391**	**100%**

Source: PSNI Road Traffic Collisions Statistics

A8: Number of KSI Casualties by Road User, 2016-2025

Road User	Killed	Seriously Injured	KSI	% KSI
Pedestrians	137	1,577	1,714	19%
Car Users	336	4,823	5,159	58%
Motorcyclists	83	1,036	1,119	13%
Pedal Cyclists	17	597	614	7%
HGV Users	5	37	42	0%
Other Road Users	21	240	261	3%
Total	**599**	**8,310**	**8,909**	**100%**

Source: PSNI Road Traffic Collisions Statistics

A9: Number of KSI Casualties by road user where an HGV was involved in the collision, by HGV responsibility, 2016-2025

Road User	HGV Involved	HGV Responsible	% HGV Responsible
Pedestrians	43	10	23%
Car Users	250	69	28%
Motorcyclists	23	8	35%
Pedal Cyclists	18	8	44%
HGV Users	42	25	60%
Other Road Users	15	6	40%
Total	**391**	**126**	**32%**

Source: PSNI Road Traffic Collisions Statistics

A10: Number of casualties by road user and severity where an HGV was involved in the collision. 2016-2025

Road User	Killed	Seriously Injured	Slightly Injured	Total	KSI	KSI Rate
Pedestrians	16	27	67	110	43	39%
Car Users	43	207	1,716	1,966	250	13%
Motorcyclists	3	20	19	42	23	55%
Pedal Cyclists	3	15	19	37	18	49%
HGV Users	5	37	392	434	42	10%
Other Road Users	0	15	95	110	15	14%
Total	**70**	**321**	**2,308**	**2,699**	**391**	**14%**

Source: PSNI Road Traffic Collisions Statistics

A11: Number of casualties by road user and severity. 2016-2025

Road User	Killed	Seriously Injured	Slightly Injured	Total	KSI	KSI Rate
Pedestrians	137	1,577	4,458	6,172	1,714	28%
Car Users	336	4,823	61,509	66,668	5,159	8%
Motorcyclists	83	1,036	1,771	2,890	1,119	39%
Pedal Cyclists	17	597	2,141	2,755	614	22%
HGV Users	5	37	392	434	42	10%
Other Road Users	21	240	2,070	2,331	261	11%
Total	**599**	**8,310**	**72,341**	**81,250**	**8,909**	**11%**

Source: PSNI Road Traffic Collisions Statistics

A12: Number of KSI Collisions where an HGV driver was responsible and number of people with HGV licences by age*, 2016-2025

Driver Age	Number		Percentage		Rate
	Responsible	Licences	Responsible	Licences	
17-24	9	1,013	9%	2%	8.9
25-34	29	5,537	28%	10%	5.2
35-49	33	16,218	32%	29%	2.0
50-64	26	21,804	25%	38%	1.2
65+	7	12,202	7%	21%	0.6
Total	**104**	**56,774**	**-**	**-**	**1.8**

* excludes 12 drivers of unknown age. Licence numbers at December 2025, excludes provisional licences
Source: PSNI Road Traffic Collisions Statistics.
Rate calculated as number of KSI collisions per 1,000 licences.

A13: Number of KSI casualties by time and day where HGV was involved in the collision, 2016-2025

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0101-0300	4	0	0	1	0	0	1
0301-0500	0	0	1	2	1	2	0
0501-0700	4	2	4	4	2	1	0
0701-0900	13	7	10	15	5	4	0
0901-1100	6	18	7	14	15	3	5
1101-1300	9	6	9	8	15	2	2
1301-1500	13	11	16	8	16	2	0
1501-1700	11	8	11	6	10	1	7
1701-1900	6	5	5	5	8	0	1
1901-2100	3	3	2	5	3	0	4
2101-2300	2	1	0	0	6	0	4
2301-0100	0	2	0	2	1	0	1
Total	**71**	**63**	**65**	**70**	**82**	**15**	**25**

Source: PSNI Road Traffic Collisions Statistics.

A14: Number of KSI casualties by time and day, 2016-2025

Time	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0101-0300	47	18	23	27	29	85	157
0301-0500	19	11	12	17	10	30	69
0501-0700	36	25	36	40	51	24	34
0701-0900	123	118	129	128	108	68	35
0901-1100	85	105	108	96	79	120	91
1101-1300	90	111	106	100	146	197	164
1301-1500	153	145	154	148	173	205	171
1501-1700	207	214	190	198	211	211	178
1701-1900	180	196	202	217	192	187	146
1901-2100	114	125	113	125	132	123	119
2101-2300	62	95	77	83	108	137	87
2301-0100	53	40	37	51	56	77	110
Total	**1,169**	**1,203**	**1,187**	**1,230**	**1,295**	**1,464**	**1,361**

Source: PSNI Road Traffic Collisions Statistics.

A15: Percentage of KSI casualties by Day and Period of the Day by HGV involvement, 2016-2025

Day	Period	HGV Involved	All KSIs
Mon	Early	2%	1%
	Morning	5%	3%
	Afternoon	9%	6%
	Late	2%	3%
Tue	Early	0%	1%
	Morning	7%	3%
	Afternoon	7%	6%
	Late	2%	4%
Wed	Early	0%	1%
	Morning	6%	4%
	Afternoon	10%	6%
	Late	1%	3%
Thu	Early	1%	1%
	Morning	9%	3%
	Afternoon	6%	6%
	Late	2%	4%
Fri	Early	1%	1%
	Morning	7%	3%
	Afternoon	10%	6%
	Late	4%	4%
Sat	Early	1%	2%
	Morning	2%	3%
	Afternoon	1%	7%
	Late	0%	4%
Sun	Early	0%	4%
	Morning	2%	3%
	Afternoon	2%	6%
	Late	2%	3%

Source: PSNI Road Traffic Collisions Statistics

Early 00:01-06:00 | Morning 06:01-12:00 | Afternoon 12:01-18:00 | Late 18:01-00:00

A16: Number and percentage of KSI casualties by month, 2016-2025

Month	Number		Percentage	
	HGV Involved	All	HGV Involved	All
Jan	31	740	8%	8%
Feb	27	649	7%	7%
Mar	40	645	10%	7%
Apr	28	642	7%	7%
May	31	778	8%	9%
Jun	32	737	8%	8%
Jul	31	744	8%	8%
Aug	32	782	8%	9%
Sep	34	732	9%	8%
Oct	36	827	9%	9%
Nov	35	820	9%	9%
Dec	34	813	9%	9%
Total	**391**	**8,909**		

Source: PSNI Road Traffic Collisions Statistics

A17: Top 10 causation factors for KSI casualties involving HGV, 2016-2025

Reason	KSIs	%
Wrong course / position	73	19%
Inattention or attention diverted	41	10%
Emerging from minor road without care	30	8%
Overtaking on offside without care	28	7%
Turning right without care	25	6%
Crossing or entering road junction without care	24	6%
Excessive speed having regard to conditions	21	5%
Disobeying traffic sign / signal	12	3%
Changing lane without care	12	3%
Heedless of traffic crossing carriageway	11	3%
Other Reasons	114	29%
Total	**391**	

Source: PSNI Road Traffic Collisions Statistics

A18: Top 6 causation factors for KSI casualties where HGV was responsible for the collision, 2016-2025

Reason	KSIs	%
Inattention or attention diverted	26	21%
Wrong course / position	23	18%
Turning right without care	10	8%
Excessive speed having regard to conditions	9	7%
Changing lane without care	8	6%
Emerging from minor road without care	8	6%
Other Reasons	42	33%
Total	**126**	

Source: PSNI Road Traffic Collisions Statistics

A19: Top 6 causation factors for KSI casualties involving HGV where HGV was not responsible for the collision, 2016-2025

Reason	KSIs	%
Wrong course / position	50	19%
Overtaking on offside without care	23	9%
Emerging from minor road without care	22	8%
Crossing or entering road junction without care	21	8%
Turning right without care	15	6%
Inattention or attention diverted	15	6%
Other Reasons	119	45%
Total	**265**	

Source: PSNI Road Traffic Collisions Statistics

A20: Top 10 causation factors for KSI casualties, 2016-2025

Reason	KSIs	%
Inattention or attention diverted	1,073	12%
Wrong course / position	800	9%
Impaired by alcohol/drugs – driver / rider	788	9%
Excessive speed having regard to conditions	708	8%
Turning right without care	538	6%
Emerging from minor road without care	520	6%
Crossing or entering road junction without care	501	6%
Overtaking on offside without care	470	5%
Heedless of traffic crossing carriageway	359	4%
Emerging from private road / entrance without care	206	2%
Other	2,946	33%
Total	**8,909**	

Source: PSNI Road Traffic Collisions Statistics

A21: Number of KSI casualties by road type and HGV involvement, 2016-2025

Road Type	HGV Involved	All	HGV Involved	All
Rural	255	4762	65%	53%
Urban	93	3615	24%	41%
Motorway/DCway	43	532	11%	6%
Total	**391**	**8909**		

Source: PSNI Road Traffic Collisions Statistics

A22: Number of KSI casualties by road user and road type where HGV was involved in the collision, 2016-2025

Road User	Rural	Urban	Motorway/DCway	Total	% Rural
Pedestrians	11	31	1	43	26%
Car Users	182	33	35	250	73%
Motorcyclists	16	7	0	23	70%
Pedal Cyclists	7	10	1	18	39%
HGV Users	32	6	4	42	76%
Other Road Users	7	6	2	15	47%
Total	**255**	**93**	**43**	**391**	**65%**

Source: PSNI Road Traffic Collisions Statistics

A23: Number of KSI casualties by road user and road type, 2016-2025

Road User	Rural	Urban	Motorway/DCway	Total	% Rural
Pedestrians	221	1435	58	1,714	13%
Car Users	3643	1141	375	5,159	71%
Motorcyclists	555	511	53	1,119	50%
Pedal Cyclists	194	390	30	614	32%
HGV Users	32	6	4	42	76%
Other Road Users	117	132	12	261	45%
Total	**4762**	**3615**	**532**	**8,909**	**53%**

Source: PSNI Road Traffic Collisions Statistics

A24: Number and Percentage of KSI Casualties by Junction, where HGV involved and for all collisions, 2016-2025

Junction	Number		Percentage	
	HGV Involved	All	HGV Involved	All
Not at or within 20m of junction	187	4,231	48%	47%
Roundabout	16	280	4%	3%
Mini-roundabout	2	40	1%	0%
Crossroads	39	763	10%	9%
Multiple junction	7	198	2%	2%
Slip road	1	45	0%	1%
Private drive / entrance	37	886	9%	10%
Other junction	0	3	0%	0%
T or staggered junction	102	2,463	26%	28%
Total	**391**	**8,909**	**-**	**-**

Source: PSNI Road Traffic Collisions Statistics

A25: Percentage of KSIs involving HGV split by junction and road user, 2016-2025

Junction	Pedestrians	Car Users	Motorcyclists	Pedal Cyclists	HGV Users	Other Road Users	All
Not at or within 20m of junction	47%	47%	48%	17%	64%	53%	48%
Roundabout	2%	2%	4%	6%	10%	20%	4%
Mini-roundabout	2%	0%	0%	0%	2%	0%	1%
Crossroads	2%	12%	9%	17%	2%	20%	10%
Multiple junction	9%	1%	0%	0%	0%	0%	2%
Slip road	0%	0%	0%	6%	0%	0%	0%
Private drive / entrance	12%	10%	13%	0%	7%	7%	9%
Other junction	0%	0%	0%	0%	0%	0%	0%
T or staggered junction	26%	28%	26%	56%	14%	0%	26%
Total Number	**43**	**250**	**23**	**18**	**42**	**15**	**391**

Source: PSNI Road Traffic Collisions Statistics

A26: Percentage of KSIs split by junction and road user, 2016-2025

Junction	Pedestrians	Car Users	Motorcyclists	Pedal Cyclists	HGV Users	Other Road Users	All
Not at or within 20m of junction	43%	53%	39%	32%	64%	46%	47%
Roundabout	3%	2%	4%	9%	10%	3%	3%
Mini-roundabout	1%	0%	1%	1%	2%	0%	0%
Crossroads	7%	10%	7%	6%	2%	8%	9%
Multiple junction	3%	2%	2%	4%	0%	4%	2%
Slip road	0%	1%	1%	0%	0%	1%	1%
Private drive / entrance	10%	9%	14%	9%	7%	9%	10%
Other junction	0%	0%	0%	0%	0%	0%	0%
T or staggered junction	34%	23%	33%	38%	14%	30%	28%
Total Number	**1714**	**5159**	**1119**	**614**	**42**	**261**	**8909**

Source: PSNI Road Traffic Collisions Statistics

A27: Number and Rate of KSI casualties by Local Government District (LGD), where HGV was involved in the collision, 2016-2025

Local Government District	Killed	Seriously Injured	KSI	Population	KSI Rate
Antrim & Newtownabbey	7	28	35	148,100	23.6
Ards & North Down	2	12	14	165,415	8.5
Armagh City, Banbridge & Craigavon	8	36	44	222,511	19.8
Belfast City	7	27	34	352,390	9.6
Causeway Coast & Glens	8	15	23	141,954	16.2
Derry City & Strabane	2	18	20	152,383	13.1
Fermanagh & Omagh	11	31	42	117,687	35.7
Lisburn & Castlereagh City	6	38	44	151,669	29.0
Mid & East Antrim	2	18	20	139,913	14.3
Mid Ulster	12	53	65	152,718	42.6
Newry, Mourne & Down	5	45	50	183,115	27.3
Total	**70**	**321**	**391**	**1,927,855**	**20.3**

Source: PSNI Road Traffic Collisions Statistics
KSI Rate calculated as number of KSIs per 100,000 population.